

Serial No. 10/803,474

Docket No. 2450/1560PUS1

**RECEIVED**  
CENTRAL FAX CENTERReply to Office Action dated December 14, 2007**MAR 13 2008****REMARKS/ARGUMENTS**

Favorable reconsideration and allowance of the present patent application are respectfully requested in view of the foregoing amendments and the following remarks. Claims 1-2, 4-6, 9-10, 13-14 are pending in the application.

**Telephone Interview**

Applicants note with appreciation the telephone interview conducted with Examiner Hansen on February 14, 2008. During the interview, differences between the invention and the prior art were discussed. It was agreed that an Amendment should be presented containing further changes to the claim to describe the rails extending from the front side to the back side of the frame and the removable structures having protrusions of the same shape as the protrusions on the rails. Accordingly, the present Amendment is being presented for full consideration.

**35 U.S.C. §103 Rejections**

Claims 1-2, 4-6, 9-10, 13 and 14 were rejected under 35 U.S.C. §103 as being obvious for Chang (U.S. Patent 5,164,886) in view of Jeong (U.S. Patent 6,404,624). Applicant respectfully traverses this rejection for at least the following reasons.

The Examiner states that Chang shows a chassis apparatus including a frame 2, load-bearing rails 5 and 24, protrusions 51 and 241, a removable structure 6 and a portion 60. The Examiner admits that Chang does not show the protrusions as supporting a chassis cover.

The Examiner relies on Jeong to show a chassis apparatus including a load-bearing surface 40 having protrusions configured to support the chassis 180. The Examiner feels that it would have been obvious to replace Chang's protrusions with Jeong's protrusions.

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Claims 2, 4-6, 9-10 depend from claim 1 and as such are also considered to be allowable.

In addition, each of these claims recite other features which make them additionally allowable.

Claims 13 and 14 are independent claims somewhat similar to claim 1. In both cases, the claims have been amended to point out the similar shape between the parts of the rail and the parts of the structure which overlies each other. Also, the extension of the rails from the front to the rear of the chassis is also described. Accordingly, Applicants submit that claims 13 and 14 are allowable for similar reasons presented above in regard to claim 1.

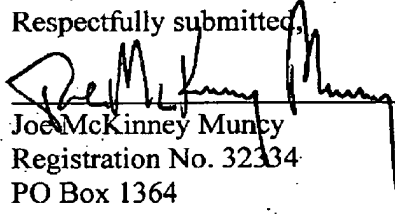
### CONCLUSION

In view of the foregoing amendments and remarks, it is respectfully submitted that the application is in condition for allowance. If the Examiner believes that any additional changes would place the application in better condition for allowance, the Examiner is invited to contact the undersigned attorney, at the telephone number listed below.

### Deposit Account Authorization

To the extent necessary, a petition for an extension of time under 37 C.F.R. 1.136 is hereby made. Please charge any shortage in fees due in connection with the filing of this, concurrent and future replies, including extension of time fees, to Deposit Account 50-3828 and please credit any excess fees to such deposit account.

Respectfully submitted,

  
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Applicant submits that the present claims are not obvious over this combination of references. Concerning the Chang reference, Applicants note that only one rail 5 is shown while the opposite side is somewhat supported by holder 24, which is not a rail. Further, the rails include hooks 51 and 241 only over a small extent of their length. Applicants submit that the arrangement of the rails and the arrangement of the protrusions are completely different than that presently claimed. Thus, claim 1 now makes it clear that there must be a plurality of load-bearing rails and that they extend from a front to a back of the chassis. This is clearly not seen by element 24. Further, Applicants have now defined the portions of the removable structure as having the same shape as the protrusions. In Chang, the protrusions are actually L-shaped hooks while the structure 16 includes opening 601 which are placed over the tops of the hooks and then slid forward so as to be held by the horizontal parts of the hooks. Thus, this reference does not describe portions of the structure having the same shape as the protrusions.

The Jeong reference shows a single rail in the center of the device having protrusions, apparently for stiffening the member. This reference also does not show a plurality of rails. Further, there are no portions of the structure having similar shapes to the protrusions and being secured thereover.

Thus, Applicants submit that even if the references are combined, the terms of claim 1 are still not met. The combination of the references still would not show a plurality of rails extending from the front of the frame to the rear. It also would not show the portions of the structure having the same shape as the protrusions. For these reasons, Applicants submit that claim 1 is allowable.